

## THE DAILY NEWS.

Largest Circulation.—THE DAILY NEWS BEING THE NEWSPAPER OFFICIALLY RECOGNIZED AS HAVING THE LARGEST CIRCULATION IN THE CITY OF CHARLESTON, PUBLISHES THE LIST OF LETTERS REMAINING IN THE POSTOFFICE AT THE END OF EACH WEEK, ACCORDING TO THE PROVISIONS OF THE NEW POSTOFFICE LAW.

## LOCAL MATTERS.

## THE NEWS JOB PRINTING OFFICE.

Office of The News, Charleston, S. C., April 24, 1899.

The undersigned, proprietors of THE CHARLESTON NEWS, have this day bought out the presses, type and fixtures of the job printing office formerly owned by Messrs. Parry & Little, and will in future conduct the same as THE NEWS JOB OFFICE, in THE NEWS building, No. 149 East Bay, third floor.

Arrangements will at once be made for the purchase of additional presses and material of the latest and most improved styles, and the undersigned are now prepared to execute all job printing that may be entrusted to them as expeditiously, neatly and cheaply as it can be done anywhere in the South.

RICHARD, DAWSON & CO.

## MEETINGS THIS DAY.

Delta Lodge of Perfection, at half-past 7 P. M. South Carolina Lodge, at 8 P. M.

## AUCTION SALES THIS DAY.

MILES DRAKE will sell, at 10 o'clock, at his store, corner King and Liberty streets, clothing, dry goods and hats.

N. H. & S. W. will sell at 10 o'clock, at their store, corner Meeting street, boots, shoes, etc.

R. M. MARSHALL & BROTHER will sell at half-past 10 o'clock, at their office, Broad street, horses, mules, etc.

DRESS GOWN.—Messrs. Stoll, Webb & Co. inform the ladies in our columns to-day, that they have a case of dress gowns from auction, which they will sell at twenty cents at retail.

THE IMPORTANT SALE of Porto Rico sugars and molasses, by Messrs. Risley & Creighton, is postponed until next Saturday. See advertisement.

STURGEON BY LIGHTNING.—During the severe thunder storm of Monday night, Steepman Kelly, at the Orphan House, was struck by lightning, and his arm and side so benumbed that he had to be carried home. Yesterday he was doing well.

THE NEW POLICE UNIFORM.—Yesterday the policemen appeared on the parade in their new uniform of blue flannel, with felt hats, patent leather belts and silver clasps and buttons. They presented quite a creditable appearance, and were commendably attentive in the discharge of their duties.

THE FAIR OF THE WASHINGTON LIGHT INFANTRY Charitable Association begins to loom up prominently as the great local event of the near future. The ladies in charge will meet at the Charleston Hotel this (Wednesday) afternoon, at five o'clock, to draw for the tables, and complete their arrangements.

FIRE.—This morning, about one o'clock, a fire occurred in a small cigar store on the west side of King street, a few doors north of George street, doing slight damage, principally to the flooring. It was soon extinguished by the engines, which were quickly on the spot.

THAT TRUMPET.—We are requested to announce that the following gentlemen have consented to serve as a committee to count the ballots to be cast for the trumpet to be voted for at the orphan's entertainment now going on, viz: T. Huchet, Esq., W. J. Magrath, Esq., E. F. Fougere, Esq. The Washington is supposed to be ahead.

THE READING OF MRS. O'DONOVAN (ROSSA).—Our readers are reminded that the electionary entertainment of this gifted lady takes place to-night at the Charleston Hotel. Her readings have created quite a furore in the principal Southern cities where she has appeared; but apart from the consideration of their intrinsic merit, the noble purpose which animates her labors should enlist the warm and substantial sympathy of the public, and especially of every Celtic heart. We bespeak for her a crowded house.

THE DETECTION OF COUNTERFEITS.—Since the United States currency has taken the place of specie and State bank bills, the Bank Note Counterfeit Detector, formerly in universal use, have become worthless, and the counterfeiters, owing to the immense increase in the field open to their operations, have gone to work with a skill, patience and care that have enabled them to produce plates, the impressions of which cannot be distinguished by the unpracticed eye from the genuine currency. A New York firm has issued a very useful volume, containing plates of all the genuine and the principal counterfeit greenbacks, national bank bills and fractional currency, side by side, accompanied by a "microscope," which enables any one to compare them, and at once detect the difference. The fine medalion-work in the genuine is too costly and elaborate to be counterfeited with success; but the difference is hardly perceptible to the naked eye. The agent of the firm in question is now here soliciting subscriptions to the work, and has already obtained the names of many of our principal business men.

HOTEL ARRIVALS, APRIL 27.—Passion Hotel.—E. S. Blakely, Augusta; Thomas M. Savage, A. M. Robert, Georgia; E. W. Mason, C. Murphy, M. Swinton, M. Faganha, Augusta; J. H. Alke, Columbia; B. Reynolds, Jr., J. B. Watson, James Sumble, J. B. LaSalle, James Orchard, South Carolina; J. B. Moore, Astoria, L. I.; George W. P. B. South Carolina; J. P. and wife, Anna Powe, Frank Powe, E. Powe, New Jersey; F. Utis, Florence; D. B. Harless, South Carolina; M. C. Hall, South Carolina; C. B. Chicksey, Washington, District Columbia; John Ferguson, Florida; Dr. B. Haale, Mare Bluff; C. B. Chicksey, Washington, D. C.; E. C. Clark, Lewisville; George W. Wise, Edgefield.

Charleston Hotel.—John Smith, City; W. J. Smith, F. J. Smythe, B. Joyce, W. L. Gary, G. M. Walker, Columbia; M. Levy, Georgia; C. A. Leary, Dr. A. March, L. H. Matthews, W. J. Vereen, New York; E. S. Pritchard, Augusta; J. V. Westmoreland and lady, Green wille; James Gallagher and wife, Connecticut; W. B. Wilkins, New York; A. Duer, J. Ritter, Pennsylvania; J. A. Foster, South Carolina; Dr. N. S. Lincoln, Washington, D. C.; Mrs. Lincoln, Miss Annie Smith, Washington, D. C.; J. H. Myers, A. J. Helien, New Jersey; A. Albrecht, Baltimore; A. H. Sexton and wife, C. H. Browne, Mrs. R. Towers, Miss A. M. Whitehouse, Miss W. Whitehouse, New York; W. L. Daggett and wife, Wilmington; J. A. Gamble, Florence; Captain Wood, Richmond; R. M. Butler, W. B. Steele, E. E. Taylor, L. W. Sanders, T. Street, city; W. H. McDowell, Wilmington.

## THE FIREMEN'S GALA DAY.

## A SPLENDID SPECTACLE.

APPEARANCE OF THE MEN AND THE MACHINES.

WAITING FOR THE VERDICT.

The Line of March—Sketches of the Different Companies—The Race for the Cup—The Incidents of the Day.

The 27th of April is always a great day in Charleston on account of the interest which is taken by every class and condition in the Annual Parade of the Fire Department. For weeks before the eventful morning the expectation and excitement steadily increases. Chances are canvassed and discussed, old uniforms coats and hats are drawn from their hiding places for the benefit of honorary members or superannuated firemen, who are to turn out once more; the engines are rubbed and polished until every particle of brass and copper shines like a miniature sun; new recruits are drafted in by the score to swell the number at the ropes; and from one end of the city to the other there is heard the hum of busy preparation. Nor is this at all singular. The Fire Department of Charleston bears upon its rolls more than one thousand men, the flower of the intelligence and worth of our city. They represent every interest and every profession, and the oldest and most venerable citizen has deeply at heart the victory of the company to which he belongs. In their ardor and zeal he sees re-lived his own lusty youth, and by their aid recalls the days when he, too, belted and helmeted with the best of them, might march on the annual parade. The ladies, also, take a lively interest in the appearance of the companies, and weave with nimble fingers wreaths and coronals with which to adorn the machines. And when the labor of love is done, they are found along the line of march to cheer the young combatants with their presence and encourage them with their smiles.

This is the ordinary condition of Charleston upon parade day, but this year the agitation and excitement have been greater than ever before. There was never a fireman's parade so anxiously looked for, or so much the subject of discussion and calculation, as that of yesterday. A change was made in the whole plan of the parade. It had been the custom for the different companies to assemble and march through the city in the forenoon, the playing of taking place in the afternoon. This playing off was the trial which determined who should possess the prize. Each engine in turn was brought out and played its best, the company throwing solid water the greatest distance being the victor and receiving the silver cup. This was an excellent test as far as it went, but it did not prove what was the relative efficiency for fire purposes of the different companies. A hand engine or a steamer might be brought at great expense which would throw ten inches or even ten feet farther than the engines already in the department. This engine would carry off the prize, not by the superior skill and industry of the men, but by the greater cost of the machinery. And it might happen that the engine so victorious would be the last to arrive at a fire, and therefore of the lowest order of practical efficiency. A love of fair play is the great characteristic of Charleston firemen. Many of them felt that they were laboring under great disadvantages. But all they had to do was to obey orders, and keep to the rules laid down for their guidance. And this they did. The whole subject was, however, brought before the Board of Firemasters by the First Assistant Chief of the Department, R. M. Alexander, Esq., who prepared a plan which should make the annual parade a true trial of the merits of the different companies. This plan was maturely considered, and a set of rules were drawn up for carrying it into effect.

## The New Plan.

Is founded upon the assumption that the most valuable company in the Department, all things being equal, is the one which can traverse a given distance and throw a stream of water of a given length in the shortest space of time. This is the whole theory, and a sound one it is. What the details are will be seen by the following extract from the rules:

The exercises will begin by the hand engines starting from the corner of Queen and Meeting streets, in the same condition as going to a fire, running four hundred yards, with eight men to the one thousand pounds weight of engine, reeling off one hundred feet of hose, taking suction from the drain pit in Meeting street, opposite Hayne, and playing fifty feet. As soon as the fifty feet is obtained the time will be called.

The steamers will follow the same regulations, except that they are allowed five men to the one thousand pounds weight of engine (not including engine and fireman). Steamers will be allowed to carry water and hose, and each reel will be allowed to handle the engines during the run. Fire to start engines will commence when the word is given by the starting judges, and engines to be ready at the "starting notice." Cold water must be in all the boilers, and the boilers must be cool. Any engine having heated water in their boilers will be ruled out. After the fifty feet obtained, each hose is to be allowed to remain untaken for ten minutes, but not to exercise.

Hose reels may precede the engines on the run, but will start together. The men running the hose reels may extend one hundred feet of hose, attach the pipe and work the engine. One officer from each steamer and hand engine to be appointed to inspect the boilers, suction and boxes, and to see that the brakes are strapped down and secured in the usual manner.

The double-break hand engines will be allowed to use their lower brakes only, if they so desire.

## Making Ready.

For the last month the different companies have been making ready; and during the last eight or ten days they appear to have been practicing every night. Most of them tried the regular course in Meeting street; but there were others who preferred to keep perfectly quiet, to practice at a distance, and to trust to bone and sinew to rattle them over the stones when the trying moment came. There were some few mishaps, of course. Firemen will run fast and shout till the welkin rings, the consequences of which are a probable stumble and an inevitable "out of breath." All, too, were encouraged by the thought that they had a chance of carrying off the coveted prize. Some relied on their staying power, others upon their cash. One party thought that muscle was not gentle, and another was of the firm opinion that the clerks and lawyers would soon play out. A hundred patent plans for carrying off the cup to a dead certainty were proposed. One young fireman advised the runners to go easy until they reached the top of the grade by Cameron & Backley's building, and then go it with a rush. A second urged them to make time while they could. A third thought the steamers had better use a half a minute at the start so as to be sure of a full head of steam when they began to play. A fourth—and a wary old fireman he is—urged that the whole secret of success lay in seven words—pull steadily and keep your mouths shut!

The rivalry was not confined to winning the piece of plate. There was a laudable desire to turn out the largest number of men. Between the Vigilant and the Phoenix the contest was

unusually sharp. At the last parade the Vigilant reported one hundred and eight men present, and the Phoenix one hundred and one. The point of all being that no company had ever paraded as many men as the Vigilant. The Phoenix determined to carry off the palm if possible, and went to work with a will, enrolling new members and bringing out the old. The Vigilant was not asleep, and brought in new men by the score. No one was permitted to know what their strength would be. Russes and subterfuges were in vogue. Only yesterday morning told the tale, and the report was Vigilant 234, and Phoenix 223. Our hand to both loser and winner, for the fight was a hard and fair one!

And while others were busy, the men who had been deterred to run with the engines and man the brakes were not idle. They sought after easy boots and strong belts, practiced holding their wind, and moved about with the bigness and importance becoming those upon the legs and arms of whom would depend the fortunes of the day.

The following table shows the official weights of the several engines, and the number of men allowed to drag and work each. The same table shows the strength of the Charleston Fire Department, and the number of men paraded by each company:

HAND ENGINES.		No. Men	No. Men
	Pounds.	allowed.	paraded.
Vigilant.....	3680	29	234
German.....	4400	35	66
Hope.....	3880	30	43
Stonewall.....	3400	27	48
STEAMERS.			
Pioneer.....	4880	24	45
Eagle.....	5486	27	27
Phoenix.....	5790	26	223
Edna.....	4540	23	84
Marion.....	4500	23	57
Palmetto.....	6049	30	45
Washington.....	4640	23	72
Young America.....	6183	31	42

HOOK AND LADDER COMPANIES.		966
Charleston Hook and Ladder Company, No. 1.		
Charleston Hook and Ladder Company, No. 2.		
VISITING COMPANIES.		
	Weight.	No. Men allowed.
Washington, of Augusta, (hand)	5760	25
Gerritt, of Augusta, (sawyer)	5400	23
Palmetto, of Columbia, (hand)	4500	27
Firemen of Georgetown, (hand)	1950	16

## BOOK AND LADDER COMPANIES.

Charleston Hook and Ladder Company, No. 1.

Charleston Hook and Ladder Company, No. 2.

Visiting Companies.

Weight allowed.

Washington, of Augusta, (hand), 2700 25

Georgia, of Augusta, (steamer), 5465 27

Palmetto, of Columbia, (hand), 3480 27

Wynah, of Georgetown, (hand), 1350 16

## The Day.

Was cool and pleasant, the rain of Monday night having laid the dust and made things agreeable. At an earlier hour than usual the city was astir, and, by nine o'clock, the streets were emptying their thousands into the thoroughfares through which the procession was to pass. King and Meeting streets were packed and jammed with a smiling, bowing and cheering mass. Every window of every house was the frame of some pretty face, while the balconies of the hotels, the embroidery of silks and laces, the fringe of lovely shapes and the mingling of laughing eyes, dimpled cheeks, and waving kerchiefs, were a sight that would have charmed the gaze of the most finit octogenarian.

## The Procession.

With commendable punctuality, the various companies assembled between nine and ten o'clock on the Citadel Green, the Pioneer being the first to come on the ground. They were at once formed in the order of march, and, as soon as these arrangements were completed, the procession moved.

It is proper to remark here that the military authorities exhibited the courtesy which was always considered to be the attribute of "old army officers," by affording every facility to the chief and his assistants in the preservation of order among his *politi*. Sentries were stationed at the several gates, and spared the firemen the infliction of that horrid little freedom—worse than mosquito bites—who dart rather and thither, and are the bane of every polite display. Quarters were also generously tendered to the regimental band at Columbia, which was expected with the Palmettos of that city.

## The Procession.

At about 10 A. M. the procession was formed, and, amid the cheering and hustling of the crowd, the line moved on.

At the head was Muller's Eutaw band, playing, with all the vigor of which stout lungs and brazen throats are capable, the music being followed by M. H. Nathan, Esq., the Chief of the Department; R. M. Alexander, Esq., First Assistant Chief; C. P. Aimar, Second Assistant Chief; F. L. O'Neill, Third Assistant Chief; and B. M. Strobel, Clerk of the Board. These gentlemen were their hands some saffron colored frocks, with elaborate hats and handsome belts. Chief Nathan wore the massive gold badge and the helmet presented to him by the New York Fire Department. He was followed by Mayor Clark and Aldermen Whilden, Honour, Olney, Potter, Giddings, Lindstrom, Cade, Voigt, Moore and Doree.

## BOOK AND LADDER COMPANY, NO. 1.

Was at the head of the column. The men were all in uniform—red shirts, black pants and belts. The number of men paraded was 30. This company was incorporated on December 13, 1885, and has its truck house in Queen street. The truck was built by C. E. Hartshorn, of New York, and has five ladders, ranging from ten to forty-two feet in length. The officers are: Joseph Hilton, Foreman; A. H. Barber, Assistant Foreman; A. P. Jarvis, Secretary; J. B. Little, Treasurer; and C. Win ate, Recorder.

The truck was prettily decorated with flowers, and over the whole waved two United States flags.

THE CHARLESTON FIRE COMPANY OF AXMEN, More familiarly known as "the Pioneer," came next in line. This is the oldest fire company in Charleston, having been incorporated in 1801. The engine was built by Clapp & Jones, of New York, in 1866, and has a heating surface of four hundred square feet. The pumps will discharge three hundred and fifty gallons per minute. The uniform of the Pioneers is white, trimmed with red, with black pants and the men, 45 of whom paraded, looked as if they meant business. The officers of the company are: T. S. O'Brien, President; Wm. Knox, Vice-President; Wm. Minnie, First Director; H. C. Carnahan, Second Director; Joseph Beattie, Third Director; W. R. Welling, Fourth Director; L. Cantwell, Treasurer; F. J. Green, Secretary; J. C. Sig val, Engineer; W. Ham, Assistant Engineer; C. E. Sureau and G. W. Marley, Axmen; J. E. Burke, Solicitor.

## Around the wheels of the engine flowers

and evergreens were twined, the body being decorated with bouquets and garlands. It was a handsome affair. Among the ex-officers and old members of the company who turned out on yesterday, were ex-President Enston, ex-Vice-President Brown, and ex-Director Martin. The sub-parade of this engine was broken in entering the Citadel Green, but no serious harm was done.

## THE EAGLE FIRE ENGINE COMPANY.

Being the next oldest company, followed the Pioneer. The engine, (steamer), was built by Button & Blake, of New York, in 1869, the company itself being incorporated in 1818. The uniform of the Eagles is red tunic and black pants, and 47 of them paraded. The officers of the company are: Wm. R. McIntosh, President; Chas. F. Deaufort, Vice-President; Chas. Byrnes, First Director; Wm. Nolte, Second Director; W. Shokes, Third Director; W. D. Gradick, Fourth Director; A. Marion Cohen, Secretary; O. E. Johnson, Treasurer; J. O. Lynes and J. Westerdorf, Axmen; J. L. Bunch, Hallkeeper; R. S. Duryea, Solicitor; A. L. Hammond, Surgeon.

The floral decorations of this engine were so arranged as to allow the burnished metal, shining like a mirror, to be plainly seen; and above them fluttered a flag of white silk. Among the old members of the company present were Messrs. H. Chanson, S. Heath and R. B. Bize. At the head of the company was carried the company flag, with the State motto, *Animus Opusque Parati*.

## THE VIOLANT

Hand engine company came next. This company was formed in 1817, and incorporated in 1819, and has always been a favorite in the city. The uniform of the men, white coats with red facings and blue trimming, and white pants with blue cord, is particularly neat. Extraordinary efforts were made by the Vigilante to turn out yesterday in full force, and they paraded 284 men. Among these were Mr. Samuel Lord, Sr., Mr. Jacob F. Schirmer, and Mr. Philip P. Hoff, the only survivors of the original members of the company. Ex-President H. West, H. F. Baker, A. St. Anland, and A. F. Truche were also in the line. The engine was built by Wm. Jeffers, of Paw-tucket, Rhode Island, in 1855. The officers of the company are: Samuel Y. Tupper, President; L. D. Mowry, Vice-President; J. M. Baker, Second Director; J. O'Neill, Third Director; J. C. Huger, Fourth Director; John T. Humphreys, Secretary; G. A. Pollin, Treasurer; T. J. Snowden and Julian Barbo, Axmen; Charles H. Simonton, Solicitor; Augustus Fitch, M. D., Surgeon.

The Vigilant machine was so covered with bouquets, wreaths and garlands that it looked more like a flower garden than a modest Charleston engine. The whole of the decorations were in good taste, and showed that the Vigilants had many a floral friend. Besides the old members of the company already named, many honorary members answered to their names. Among these were Messrs. E. Latite, E. Fougere and K. B. Simons.

## THE PALMETTO STEAM FIRE ENGINE COMPANY

Came next. This company was incorporated in 1840, and paraded yesterday 45 men, dressed in red shirts and black pants. The Palmetto steamer is one of the most powerful in the city, as has been proved by repeated trials. It was built by the Amoskeag Company, Manchester, N. H., in 1867, and weighs 5200 pounds. At the parade of 1888, she threw solid water 248 feet. The officers of the company are: Hugh Ferguson, President; Joseph Reddock, Vice-President; Thomas McLevey, First Director; J. P. Gordon, Second Director; John Slattery, Third Director; J. F. Byrnes, Fourth Director; Alexander Duncan, Secretary; W. T. Ruter, Treasurer; Thomas Miller, Engineer; Thomas Corcoran, P. F. May, Edward Coleman and L. May, Axmen; John May, Hallkeeper.

The Palmettos came on the ground inspired by the remembrance of former successes. On ribbons which were attached to the engine were the words: "Victors in 1867, 252 feet; victors in 1868, 248 feet. The wheels were wreathed with flowers, the whole of the decorations being elegantly arranged. Ex-Vice-President Duncan paraded with the company. The Palmetto was drawn by four fine horses.

## THE HOPE (HAND) ENGINE COMPANY

Came next in order. This company turned out in good force, parading 43 men, in red coats and black pants. It was incorporated in 1843, and its engine was built by Button & Blake, of New York, in 1858. The officers of the company are: W. H. Smith, President; B. P. Seymour, Vice-President; W. Brookbanks, First Director; J. J. Monaghan, Second Director; John Cammer, Third Director; John Kenny, Fourth Director; W. T. O'Neill and B. F. Puckhaber, Axmen.

The ornaments of the Hope were as fresh and bright as the day of its incorporation. There was a profusion of garlands, wreaths and bouquets, and a chaste white silk banner bearing an anchor. Among the old members of the company who were present were Messrs. Darby, Brookbanks and Patterson.

## THE WASHINGTON STEAM FIRE ENGINE COMPANY

Was the next in line. This company was incorporated in 1849, and has a Clapp & Jones engine, built in 1866. The officers of the company are: James A. Carson, President; L. Cavanaugh, Vice-President; T. E. Hogan, First Director; T. N. Brown, Second Director; B. P. Mapp, Third Director; J. D. Murphy, Fourth Director; C. Y. Richardson, Secretary; C. H. Schwing, Treasurer; M. O'Mara, Axson and J. E. Passaluniga, Axmen.

The Washingtons succeeded to a marvel in decorating their engine and reel, in an elegant and attractive manner. Among the ex-officers at the drags were: Ex-President James Mashburn, ex-Vice President S. J. L. Mathews, and ex-Directors John F. Seyle, T. O. Aimar, and Wm. Kresell.

## THE PALMETTO ENGINE COMPANY, OF COLUMBIA.

Followed the Washington. This company has a Jeffers hand engine of great power, and in line order. Around the brakes is now rolled a huge rattlesnake—in cloth. The company paraded 47 men who wore their uniform—red coats trimmed and faced with black velvet, black felt hat and black pants.

The Palmetto is a very handsome machine, and the wood-work and metal-work were highly polished. The decorations were not elaborate, but they were tasteful and neat.

## THE STONEMALL FIRE ENGINE COMPANY

Followed, with their beautiful hand engine, which made its first appearance last year. The gray coats and white pants of the men made an attractive and suggestive uniform, and the 48 men who answered to their names looked as though they were ready for any emergency. This company was incorporated in 1866, and has a Jeffers engine, built in 1867. The officers are: G. Lamb Buiet, President; John E. Bolnest, Vice-President; F. A. Silcox, First Director; John R. Hill, Second Director; C. W. Seignious, Third Director; E. W. Blake, Fourth Director; W. D. Miller, Secretary; B. S. Rigge, E. W. Blake and E. T. West, Axmen; General James Conner, Solicitor; Dr. J. Somers Buiet, Surgeon; Rev. John Bachman, D. D., Chaplain; C. A. Aimar, Treasurer.

## The Stonewall seed to roll upon flowers

and to be worked by floral power, so hidden were the wheels and brakes with evergreens and roses. On the engine was the flag of "Our Lizzie," and on the hose reel there was a blue silk banner. Among the ex-officers present were ex-Vice-Presidents J. Scherfess and T. S. Bentler.

## THE WYNIAH (HAND) ENGINE COMPANY, OF GEORGETOWN.

Another visiting company, was next in line. The engine is a small one, of the Hunneman pattern, and was formerly, we believe, one of the Charleston engines. Twenty-six men came from Georgetown with the machine, their uniform being a red jacket with a white star on the collar, and black pants. They were accompanied by a delegation from the Salamander Fire Company, of Georgetown—six in number.

## The Salamanders wore red shirts trimmed

with black, and black pants.

## The Wyniah did not afford much room for

elaborate decoration, but it had its share of evergreens and flowers. On the machine was the motto of the company: "Pro Bono Publico."

## THE YOUNG AMERICA STEAM FIRE ENGINE COMPANY

Closed the procession of engines. This company was incorporated in 1866, and has a steam engine, built by Blakely, of New York, the only rotary engine in the department. The dress of the company is a red shirt and black pants, and 42 men were paraded. The officers

## THE GERMAN ENGINE COMPANY

Followed the Marion; and the fine and stalwart men of which it is composed showed to the best advantage. They have a fine machine, which carried off the prize in 1867, and made an attractive display. The company was incorporated in 1839, and paraded 65 men, dressed in red coats with blue facings and black pants. The following are the officers of the company: John H. Albers, President; First Vice-President, J. F. Johanna; Second Vice-President, H. B. Von Eitzen; First Director, J. F. Lillenthal; Second Director, H. Wobken; Third Director, George Marjehoff; Fourth Director, G. Apeler; Fifth Director, Wm. Bahnteg; Sixth Director, N. Neumann; Secretary, Gerhard Biecke; Treasurer, Wm. Brungs; Axmen, Louis Schwabe and F. Wieters; Hallkeeper, John Morhen. The officers of this company wear shoulder-straps as insignia of their rank.

The Germans showed their usual good taste in decorating their engine and reel. The wheels were entwined with exquisite garlands, and one wreath, presented by two ladies, was especially remarkable for its beauty. Every inch of the engine and reel was as clean as a new pin.

## THE WASHINGTON FIRE ENGINE (HAND) COMPANY, OF AUGUSTA, GEO.

One of the visiting companies, followed the brawny Germans. The company is about seventy-five years old, having been incorporated in 1794. The engine is of the Hunneman pattern, and is adorned with a picture of William Beyson, Chief of the Augusta Fire Department. The hose reel was manned by the Citizen Fire Company of Augusta; The Washington had 34 men in line. Their uniform is a red shirt and black pants. The Citizen had 21 men, in a uniform very much the same as that of the Washingtons.

The engine was neatly but richly decorated, and had in front a shield with the inscription, "Washington. Welcome. April 27, 1869."

## THE PALMETTO STEAM FIRE ENGINE COMPANY

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## THE HOPE (HAND) ENGINE COMPANY

Came next in order. This company turned out in good force, parading 43 men, in red coats and black pants. It was incorporated in 1843, and its engine was built by Button & Blake, of New York, in 1858. The officers of the company are: W. H. Smith, President; B. P. Seymour, Vice-President; W. Brookbanks, First Director; J. J. Monaghan, Second Director; John Cammer, Third Director; John Kenny, Fourth Director; W. T. O'Neill and B. F. Puckhaber, Axmen.

The ornaments of the Hope were as fresh and bright as the day of its incorporation. There was a profusion of garlands, wreaths and bouquets, and a chaste white silk banner bearing an anchor. Among the old members of the company who were present were Messrs. Darby, Brookbanks and Patterson.

## THE WASHINGTON STEAM FIRE ENGINE COMPANY

Was the next in line. This company was incorporated in 1849, and has a Clapp & Jones engine, built in 1866. The officers of the company are: James A. Carson, President; L. Cavanaugh, Vice-President; T. E. Hogan, First Director; T. N. Brown, Second Director; B. P. Mapp, Third Director; J. D. Murphy, Fourth Director; C. Y. Richardson, Secretary; C. H. Schwing, Treasurer; M. O'Mara, Axson and J. E. Passaluniga, Axmen.

The Washingtons succeeded to a marvel in decorating their engine and reel, in an elegant and attractive manner. Among the ex-officers at the drags were: Ex-President James Mashburn, ex-Vice President S. J. L. Mathews, and ex-Directors John F. Seyle, T. O. Aimar, and Wm. Kresell.

## THE PALMETTO ENGINE COMPANY, OF COLUMBIA.

Followed the Washington. This company has a Jeffers hand engine of great power, and in line order. Around the brakes is now rolled a huge rattlesnake—in cloth. The company paraded 47 men who wore their uniform—red coats trimmed and faced with black velvet, black felt hat and black pants.